

### 1979-93 Front Swaybar Relocation Kit (MMFSB-50)



The MM Front Swaybar Relocation Kit allows the option of moving the front swaybar forward 0.6" or 1.1". This keeps the swaybar endlinks in alignment with the control arms when the front wheels have been moved forward with an MM K-member and MM Forward Offset Control Arms. The MM Front Swaybar Relocation Kit can also be used with other aftermarket K-members that move the wheels forward. The use of this kit requires a set of universal swaybar U-brackets (P/N 6-1124 to 6-1137)

*Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.*

1. Jack up the front of the vehicle and place safely on jack stands.
2. Remove front wheels.
3. Disconnect swaybar endlinks from control arm.



4. Remove the four bolts which hold the swaybar pivot U-brackets to the chassis. Hold the swaybar while removing the bolts to prevent it from falling.



5. Remove stock U-brackets from the swaybar. TIP: Use a large screwdriver to pry off retaining plate.



6. Remove rubber swaybar pivot bushings from the swaybar.

7. Remove captive nuts from the chassis which held the swaybar U-brackets. TIP: A hammer may be useful in breaking the plastic retaining clip to remove the nuts.
8. Lay two nut plates together with the nut inserts facing each other as shown. Slide the nut plates into the Relocation Block, keeping them oriented as shown. Once the upper mounting bolts are installed, the lower nut plate cannot slide into the tube past the bolts.



9. Hold the MM Relocation Block up against the chassis bracket. Orient the block so that the 4-hole pattern on the bottom of the block is offset toward the front of the car and pointing downward. Attach the MM Relocation Block to the chassis with two of the supplied 3/8" bolts. Place a 3/8" washer underneath the head of each bolt. Thread the bolts down through the chassis bracket and into the Relocation Block Nut Plate. DO NOT fully tighten the bolts yet so that the blocks may best align themselves with the swaybar.

NOTE: Hold the nutplate in place by hand when starting the first bolt. This is best accomplished by reaching into the back of the Relocation Block with your fingers as shown.



10. Liberally grease the inside of the universal front sway bar bushings with the supplied Prothane Super Grease. Coat 100% of the bushing surface in contact with the swaybar.



11. Place the greased urethane bushings onto the swaybar, and slide the new Universal U-brackets onto the urethane bushings.
12. Lift the swaybar up into position and place the U-bracket over the holes in the Relocation Block. Place a 3/8" flat washer onto each bolt and thread them into the nut plate.

NOTE: Use the forward holes for Forward Offset Control Arms. Use the rearward holes for Standard Offset Control Arms. As a final check, make sure the swaybar endlink is as close to vertical as possible when installed. Switch to the other set of holes if necessary to correct the endlink geometry.



This kit includes:

- 2 Zinc Plated Relocation Blocks
- 4 Nut Plates
- 8 3/8-16 x 3/4" long hexbolts
- 8 3/8" flat washers

13. Center the swaybar side-to-side, relative to the end link holes on the control arms.
14. Tighten the bolts holding the Relocation Block to the chassis to 32 ft-lbs.
15. Tighten the nuts holding the U-bracket to the Relocation Block to 32 ft-lbs.



16. Reattach the endlinks to the swaybar. Be careful not to overtighten and excessively crush the endlink bushings.
17. Install wheels and set the car back on the ground. Torque lug nuts to factory specifications.